

SECOND EDITION

The China Mail.

ESTABLISHED 1845

M. MUMFORD
JAPANESE PHOTOGRAPHY
All kinds of Photo-
Work done in latest
Developing and Printing
AMATEURS & SPECIALISTS
8a, QUEEN'S ROAD
CENTRAL

No. 15,409.

號六十月九年二十一日九千一第

HONGKONG, MONDAY, SEPTEMBER 16, 1912

壬子九月十六日

PRICE: 38.00 Per Month

GOUT - WATER.

At the request of some of our customers, we have now placed on the market a palatable mineral water which is rich in salts well-known for their curative properties in gouty disorders.

We can safely recommend the above mineral water to our customers as a safe and harmless specific for Rheumatism, Gout and Gouty Disorders.

A. S. WATSON & Co., Ltd.

AERATED WATER
MANUFACTURERS,
HONGKONG.

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha,
Hongkong, January 3, 1912.

MOTOR-DRIVEN OIL SHIPS.

The four oil-carrying ships which are to be laid down for the Navy under the recent Supplementary Vote are each to be fitted with internal combustion engines. The chief reason for taking this step is to enable the commission on oil fuel, now sitting under the chairmanship of Lord Fisher, to have at their disposal the fullest information relative to the working of motor installations in ships. For this reason, too, each ship will have a different type of engine.

Two of the new vessels are to be built at Devonport Dockyard, and two by contract. The Devonport ships will have a carrying capacity of 2,000 tons, and will be propelled by two sets of internal combustion engines, each of 700 h.p. Messrs Vickers and Messrs J. S. White, of Cowes, will each be responsible for the machinery of one ship.

The two contract-built vessels will be of much larger size, and will be capable of carrying 6,000 tons of oil, while their engines will have a total horse-power of 2,500. Tenders for the construction of these ships have been called for.

The destroyer *Barby*, built up at Southampton, will have one of her three propellers driven by an oil engine, steam turbines actuating the others.

The new tank ships will be the largest vessels in any navy driven exclusively by motors, though one of the new German battleships will have internal combustion engines for cruising speeds only. Certain new French submarines will have motors of 4,500 h.p.

TOO SHY TO TELL THEIR AGE.

The Registrar-General for Ireland, in his report for 1911, complains that brides, and also bridegrooms, do not state their ages in the marriage certificates, but merely put down "minor" or "full age."

Out of 23,473 marriages during the year, the ages of both parties were stated in only 6,320.

In England and Wales, it is pointed out, more than 90 per cent. of the husbands and wives do not object to stating their age.

AN EFFECTUAL REMEDY FOR DIARRHOEA.

DIARRHOEA is always more or less prevalent during this month. Be prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy is prompt and effective. It can always be depended upon and is pleasant to take. For sale by all Chemists and Storekeepers.

Business Notices.

FOR SALE.

Seven NEW ROW BOATS.

18 feet with 4 oars.

Price - \$145.

W. S. Bailey & Co., Ltd.

TELEGRAM

Received on 11. 11. 11. from LONDON.

We beg to inform you ROYAL WARRANT AWARDED our Company for Milk.



MILKMAID

CONDENSED MILK.
STERILIZED NATURAL MILK
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 17th SEPTEMBER.

8.00 A.M. 'HONAM' 8.00 A.M. 'HEUNGSHAN'.

10.00 P.M. 'FATSHAN' 10.00 P.M. 'KINSHAN'.

WEDNESDAY, 18th SEPTEMBER.

8.00 A.M. 'HEUNGSHAN' 8.00 A.M. 'HONAM'.

10.00 P.M. 'KINSHAN' 10.00 P.M. 'FATSHAN'.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1851. S.S. 'SUI AN' Tons 1851.

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf, Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

On Saturday, the 21st September, the Company's s.s. 'SUI TAI' and 'SUI AN' will leave for Macao from WING LOK STREET WHARF at 2 P.M. and 7 P.M.

EXCURSION TO MACAO.

On Sunday, the 22nd September, the Company's s.s. 'HEUNGSHAN' will depart from the CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 3 P.M., landing at the same Wharf.

The s.s. 'SUI AN' will make a Special Trip from Macao, leaving at 6 P.M. Excursion Tickets issued for the 'HEUNGSHAN' are available by this steamer.

The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOI-NANG' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 565 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANTU'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blake Pier.

CHEN KWONG & CO., LD.

GENERAL IMPORT & EXPORT.

CANTON'S LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries

Boat and Shoes.

Makers of Jewellery, Lacquers.

Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton to buy Chinese and Foreign Goods.

SUP. PAT. POO STREET.

TEL. No. 1408. CANTON

Canton, August 1, 1911.

SINGON & CO.

ESTABLISHED A.D. 1839

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, Central Market, Telephone No. 515. Hongkong September 4, 1909.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.
FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.
Noted for its First Class Cuisine and Perfection of Service.
Under the Personal Management of O. E. OWEN, Proprietor.
TELEGRAPHIC ADDRESS: GRAND, Hongkong.
Telephone No. 812.

Business Notices.

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 29th, 1913, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT -

MARSEILLES - APRIL 26th.

LONDON - MAY 3rd.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON -

1st SALOON £71.10 SINGLE: £103.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, September 2, 1912. 1096

NEW STOCK

Berkefeld

ALL SIZES.

VICTORIA DISPENSARY.

32, Queen's Road Central.

THE LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL RAILWAY WAGGONS.

The Underigned have been appointed Sole Agents in Hongkong and China

The Taikeo Dockyard and Engineering Co. of Hongkong, Ltd.
AGENTS, BUTTERFIELD & SWIRE
Hongkong, October 3, 1911. 125

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

J. E. TAGGART, Manager.

PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level. Open to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms - From \$5 per day. Max. Telephone Add. 'Peaceful'.
Town Office, 4, Des Voeux Road.
Hongkong, February 8, 1908.

GRAND HOTEL.

NO. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy Rooms, luxuriously furnished. Electric Light and Fan throughout. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.
Ladies' Afternoon Tea Rooms. Special rates for married families or application to the Manager.

CHARGES MODERATE

F. REICHMANN, Proprietor.

TELEPHONE No. 197. TELEGRAPHIC ADDRESS 'Comfort' Hongkong.

Hongkong, November 10, 1906.

ASTOR HOUSE HOTEL

(LATE COMRAUGHT HOTEL)

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable Rooms, excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING
NEW FOULARDS, SERGES,
ALPACAS, FANCY BRAIDS
AND TRIMMINGS.

A LARGE ASSORTMENT OF NEW

American Shoes.

No. 2, PEDDER STREET.

Telephone 644.

"Quality versus Price."

THE WESTERN UNION TELEGRAPH COMPANY.

105, Broadway,

New York, January 29, 1912.

Remington Typewriter Company,

Mr. JOHN F. McCLAIN, Vice President,

327, Broadway, New York.

Dear Sir:-
It gives us much pleasure to say that the Remington Machine, as fitted for an eight months' test in our operating department, were fully to the standards required in our original specification. Your employees were prompt and efficient in responding to our requests, and we have only commendation for the work of the Typewriters and for the service and attention of your employees.

Yours very truly,

NEWCOMB CARLTON,

Vice President.

Extra from Wall Street Journal, Feb. 17, 1912.

UNDERWOOD TYPEWRITER.

Large Order Booked from Western Union Calls for Delivery of 10,000 Machines in Ten Months.

Boston-The order which the Underwood Typewriter Co. has booked with the Western Union Telegraph Co. calls for delivery of 10,000 typewriters at the rate of 1,000 machines monthly. Shipments will be made from the company's Hartford plant.

Eight years ago the General Electric Co. placed an order for 800 typewriters, which up to that time was the record. The Du Pont Powder Co. likewise ordered a similar number.

This Western Union order was the result of competitive bidding, the part of the various typewriter manufacturers. The Remington Co. named \$46 as the price at which it would supply the number desired. The figure compares with \$81, the lowest price ever named by that company, before. The regulation retail price for the Remington is \$100.

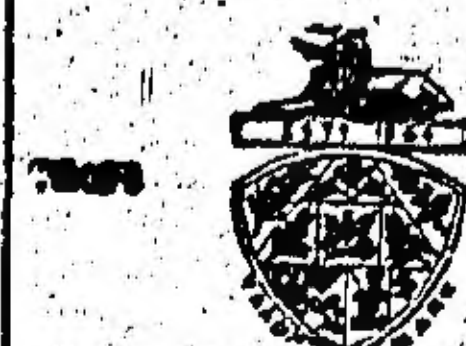
The L. C. Smith Co. is understood to have bid \$40 for furnishing machines. The successful bid - that of the Underwood Co. - is understood to have been \$32.50. Specifications called for the delivery of the entire number within one year. Further specifications called for a three year guarantee against repairs.

SIEMSEN & Co.,

HONGKONG & CANTON.

GENERAL AGENTS FOR

REMINGTON TYPEWRITER CO.



For Bathing Parties.

Blackberry Brandy,

Cherry Brandy,

Cherry Whisky,

Sloe Gin,

Cherry Gin,

Pippin

CALBECK MACGREGOR & CO.

WINE & SPIRIT MERCHANTS

Hongkong, May 14, 1911.



Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
AND
Share, Coal and
General Brokers.

"TO-KWA-WAN"

COAL STORAGE.

Codes used:
A.B.C. 4th & 5th Editions.
A. TELEGRAPHIC CODE.
Telegraphic Address:
"MIRLON" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

WEDNESDAY,

the 18th September, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee Hing Street, —

A LARGE QUANTITY OF
NEW & SECOND-HAND CLOTHING,

Consisting of:—
Frock Coats and Vests,
Morning Coats and Vests,
Lounge Suits, &c., &c.,
Felt Hats and Caps, Puttees, &c.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, September 13, 1912. 1152

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

FRIDAY,

the 20th September, 1912, at 1.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee Hing Street, —

A QUANTITY OF
JEWELLERY & MISCELLANEOUS
GOODS, &c.

As follows:—
Gold and Silver Watches, 18-Kt. Gold
Chains, Gold and Pearl Earrings, Diamond,
Sapphire and Ruby Rings, Bracelets, &c.;
Also
Barometers, Typewriters, Gramophone
Records, Electric Bells, and Six Dozen
Fountain Pens.

One Double Barreled Breech Loader,
by Lancaster, London.

On view before sale.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, September 14, 1912. 1153

FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee Hing Street, —

One "RODNEY" DUPLICATOR Complete
with all accessories and practically new.

One Case REGISTER, in working Order.

THREE TYPEWRITERS
and THREE PIANOS.

For further particulars apply to the
Undersigned.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 13, 1912. 1153

FONG KAY,

HAIR DRESSING SALOON,
RAZORS GROUND AND SET,
No. 54, WELLINGTON STREET,
HONGKONG.

Graduated in America at the Moler
System of Colleges.

GIVE US A TRIAL.

The Best Barber in Town,
— WITH —
The American New Style Chair.

Hongkong, August 19, 1912. 1045

THE

"CHINA MAIL"

Can be obtained at the following
places in Hongkong:—

The Hongkong Hotel,
The Hongkong Ferry Wharf,
The Kowloon Ferry Wharf,
The Klok, Blake Pier,
The Upper Peak Train Station,
The Lower Peak Train Station,
Leung Ming (Astor House Hotel),
Lau Ping Kee (Astor House Hotel),
Ah Choo (Queen's Road),
Wo Cheong (D'Almeida Street),
Bathurst & Son (Kowloon),
Hang Cheong (Kowloon).

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. Unsworth, to sell by Public Auction on

FRIDAY,

the 20th September, 1912, commencing at 2.45 P.M., at his residence, at SHARP'S BUILDINGS, Top Floor, Kowloon, (over Offices of the Hongkong & Kowloon Wharf and Godown Co.), —

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,

Comprising:—
Brussels' Carpets, Axminster Rugs, Lace
Curtains, Pictures, Fancy Chairs, etc., etc.

Extension Dining Table, Dining Chairs,
Teak Sideboard with Bevelled Glass, Dinner
and Dessert Services, Glass Ware,
American Ice Chest (Baldwin), etc., etc.

Brass-mounted Double Bedsteads, Dressing
Tables, Wash-stands, Wardrobes with
Bevelled Glass, Toilet Sals, Bed Linen,
etc., etc.

Also
One Cottage Piano by Chappell & Co.
One Electric Fan.
One Barograph.

On View from Thursday, the 19th Sept.
Terms:—Cash on delivery.
Catalogues will be issued.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 14, 1912. 1156

士逼力汽水

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 9
cents a dozen Syphons. Anyone can do it.
Failure is impossible. And you can save
50 per cent by making your own Mineral
Waters at home with the

"PRANA"
SPARKLET SYPHON,

which lasts a lifetime and
can be purchased from any
Chemist or Store.

PRICE:—\$2 Each.

BULBS at 90 cents per
Box.

WHOLESALE PRICE:—
Syphons per doz. \$16.00 f.o.b.

Bulbs per doz. boxes \$9.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
248 and 248, Des Vaux Road Central,
HONGKONG.

行發總
行生廣港香
司公限有

Hongkong, July 8, 1912. 888

PEAK TRAMWAYS COMPANY,
LIMITED.

FINE TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.10 p.m. Every 10 minutes.

NIGHT CARS.
7.45 p.m. and 9 p.m., 9.45 p.m. to 11.30
p.m. every 15 minutes.

SUNDAYS.

9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
7.30 a.m. Sunday.

NIGHT CARS as on Week Days

SATURDAY.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

NOTICE

HIGH-CLASS PRINTING

AND
BOOK BINDING

ONE AT —

THE "CHINA MAIL" OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars,
Programmes, Menus, etc., etc.,
Artistically Arranged and
Carefully Printed.

Clean Proofs and prompt delivery
guaranteed.
You send us the copy we do the rest.



TONIC, RESTORATIVE, DIGESTIVE WINE

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

JALDECK, MACGREGOR & Co., Hongkong.

THE OUTLOOK IN CHINA.

Dr. Morrison's Views.

"The Times" recently published a highly interesting and instructive letter from its late Peking correspondent, Dr. G. E. Morrison, on the outlook in China. It comes as a timely corrective to the exaggerated reports which have recently been current about the situation in China. Dr. Morrison says:—

In a pamphlet entitled "A Plea for the Recognition of the Chinese Republic" a Chinese advocate, barrister-at-law of Lincoln's Inn, who recently returned to China after a brilliant career, opens his case in the following words:—"The Chinese Republic is an accomplished fact. After a revolution characterised by a rapidity, peaceableness, and moderation unique in the long history of the world, the oldest Monarchy on earth has become the youngest Republic."

And few of those who have seen the extraordinary change that has taken place in China since the outbreak of the Revolution and the inauguration of the Republic, and who witness the efforts towards better government now being put forth in every direction, can dispute the correctness of this assertion. Yet in England writers still discuss affairs in China with the most gloomy pessimism, forecasting foreign intervention, universal anarchy, China split up into warring kingdoms, chaos, bankruptcy, and the ruin of foreign bondholders.

During the last few days the English papers teem with alarming reports from China, forecasting the imminence of civil war between the south and the north, and the inevitable disruption of China. We are asked to believe that the fate of the country is trembling in the balance. Amid this wild and irresponsible sensationalism the temperately worded telegram of your well-informed correspondent in Hankow comes as a welcome relief. In what is elsewhere described as the centre of unrest he reports a booming of trade irreconcilable with the reports of anarchy in the interior.

THE PRESIDENT, SUN YAT-SEN, AND
LI YUAN-HUNG.

Two weeks ago last Tuesday I left Peking for London on a hurried journey. The night before my departure I was entertained by the President at dinner. It was a most interesting and confidential Chinese advisers and the chief members of his secretariat. The President was in excellent spirits. Everywhere, he said, conditions were improving. The General Huang Hsing, of Nanking, who on April 14 was made Generalissimo of the Southern Forces, "as soon as order was restored, the post to be abolished," had retired from his post, order having been restored. The General Chen Chi-mei, whose conduct of affairs in Shanghai, where he had retained command of 15,000 troops, had frequently involved the Central Government in grave difficulties, had retired and his command had been absorbed by the Military Governor of Nanking, who is himself a man of wide experience, a native of Szechuan province. The President was looking forward with pleasure to the arrival of Sun Yat-sen, to whom he was arranging that every honour should be shown. The finest building in Peking, the Foreign Office, where the President himself resided for several months after his election, was being prepared for his reception. A high naval officer had been sent to Shanghai to bring him to Taku in a Chinese cruiser. With Li Yuan-hung, the Vice-President, who struck the first blow for the Republic, the relations of Yuan Shih-kai were most cordial, and, I am confident, are still cordial. The President has never lost an opportunity of bearing public testimony to the latter's sagacity, statesmanship, and patriotism.

And now we are asked to believe that the President is conspiring for the Vice-President's downfall—the downfall, that is to say, of the man who is his mainstay. Could anything be more fantastic? The execution of two officials, one of whom had taken a prominent part in the original outbreak of October last year, is held to have precipitated a grave crisis, so that the fate of China is again described as trembling in the balance. Indisputable evidence was sent by the Vice-President to the President that these two arch-conspirators were plotting against the Government. They were endeavouring to sow dissension in the Army, and already had secured many followers in Wuchang, where they and Li Yuan-hung resided. If the execution, in accordance with martial law, had taken place there, the difficulties of Li Yuan-hung would have been increased. It was therefore

decided by Court-martial in Hupoh that the two conspirators should be executed in Peking. Undeniable evidence sent to the President justified the head of the Government in commanding the police to arrest them and execute them, and the orders were carried out. How conceivably can this act lead to civil war between south and north? Where is the line of cleavage. Both are equally Republican. The Monarchy is dead. Those who attack Yuan Shih-kai, alleging that he is aiming at a dictatorship, are ignoring the facts of his career. Previously the chief fault alleged against him has been that he is too forbearing; too conciliatory; that he has acted too much on the belief that "there is no sure foundation set on blood."

Here in England you are asked to believe that the three parties of which the Advisory Council is composed are hostile factions, whose quarrels threaten the existence of the Republic. Nothing could be more misleading. These parties differ in their programmes, as political parties do in all countries, but all three are equally Republican. The most powerful party, the Tung Meng-hui, advocate a party Cabinet as opposed to a coalition Government. Its platform is the reform of the administration and development of local government, the equality of the sexes, the spread of education, the development of colonisation, and the enforcement of conscription. It comprises some of the most brilliant men in China, such men as Wang Chung-sui and Tsai Yun-pai, pure-minded patriots, whose ambition it is to see China raised in the family of nations. To suggest that this party is going to lead to forces into civil war, and bring about the disruption of the State, is mischievous nonsense. You are asked to believe that it is the southern party, and that in what the sensational papers are describing as "the impending civil war," they will organise the southern forces to attack the northern. But members of this party are numerous in Peking; they are employed by and are trusted by the President himself, who has, I am confident, no warmer friend, though he differs from him on questions of policy, than Mr. Tang Shao-yi, the first Prime Minister of the Republic and the most important member of the party. And this leads me to remind you of the attacks made upon the Prime Minister on the occasion of his leaving Peking on June 15. Only yesterday I read in English newspapers that Mr. Tang Shao-yi had "absconded" from Peking. His unexpected journey to Tientsin is habitually described as a "flight to the refuge of the foreign concession in Tientsin."

"Could anything be more unjust? Tientsin is 80 miles distant by rail from Peking. Mr. Tang on the Friday evening had a dispute with the President as to the appointment of the Military Governor of Tientsin. Mr. Tang considered that the President was under an obligation to appoint a certain official; the President considered that he was under no such obligation. Mr. Tang next morning went down to Tientsin by the ordinary train by which we all travel. He is known to practically every Chinese and every foreigner in Peking. In Tientsin he has a house, his wife, and children. He had frequently gone down at the weekend in the same way to see them, and his previous visits had caused no comment. But on this occasion the occasion-mongers saw fit to describe his journey in terms that were little short of disgraceful.

When I left China on August 6 conditions were everywhere improving. Customs returns proved this conclusively. Expressed in gold, the Customs collections of this year promise to be the highest on record. Revival of trade was widespread, and this despite disastrous floods in several provinces. All loans secured upon the Customs had been paid to date both as regards interest and sinking funds, and there was a considerable surplus from native customs accumulation.

(Continued on page 4.)

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O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED

Without Alcohol or Gas.



No other Drink in the
World has better guar-
antees for Purity and
Goodness.
Buy a Bottle to-day!

Suits Abstainers & Non-Abstainers

O.T. moderates the intoxicating effects of alcoholic liquors, the "stultifying" effects of acids, and acts as a corrective for drinking water.

A Safe Thirst-Quencher

A little O.T. with crushed Ice makes the most effective and healthiest Thirst-Quencher in the Tropics.

A Substitute for Alcohol

After alcoholic excess, O.T. restores vitality, appetite and nerve, while satisfying the craving for stimulants.

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An excellent remedy for Colic and other stomach troubles: Safeguards against fever, dysentery, and other inflammatory complaints.

Relieves Indigestion, Colic, etc.

A true digestive. Prevents indigestion, flatulence, and "full feeling" after meals.

Most Beneficial for Ladies

Really excellent for ladies when needing a stimulant.

The Right Drink for the Tropics

GARNER, QUELCH & Co.,
SOLE AGENTS

TELEPHONE No. 633

Intimations.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1911,
£22,561,286.
—Authorized Capital 20,000,000
—Subscribed Capital 24,000,000
—Paid-up Capital 8,809,114
—II—Fire Funds.....2,437,500
—III—Life & Annuity Funds.....18,134,160
—Sinking Fund Account.....58,512

Revenue Fire Branch.....£567,158
—Life and Annuity Branches.....1,973,289
Revenue Marine Department.....282,692
Other Receipts.....430,193

£8,233,312

The Accumulative Funds of the various
Branches are separately invested, and by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

HONGKONG, May 19, 1908

SOLE AGENTS,
W. G. HUMPHREYS & CO.,
BANK BUILDINGS,
HONGKONG, May 19, 1908

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Mr. A. Harrison
Mr. and Mrs. J. Hol-
loway
Mr. F. W. Horsfield
Dr. S. Hough
Capt. R. Innes
Mr. Geo. S. Jobber
Mr. J. W. Jones

Mr. and Mrs. Frank Gordon
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Mr. W. A. Barnett
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Capt. R. Innes
Mr. Geo. S. Jobber
Mr. J. W. Jones

Mr. and Mrs. Frank Gordon
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Mr. R. Barrington
Mr.

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Mounie's Brandies

MOUNIE'S
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are supplied

to all the

Leading

RESTAURANTS

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including

Carlton, Ritz, Savoy.

Claridges and

Langham.

GARNER, QUELCH & Co.,

TELEPHONE 636.

Sole Agents.

1890

THE WISE

Forward their Parcels and Cases, etc.

BY THE

China Express Co.

THE OTHERWISE

TAKE THE CONSEQUENCES.

Do not add to the trials of every day life by trying to ship your own effects, curios, etc. We forward packages of any size, shape or weight to ALL PARTS OF THE WORLD AT LOWEST RATES.

Connections with the principal Express and Forwarding Agencies throughout Great Britain, the Colonies, America and the Continent of Europe.

Packing and Warehousing

Raggage Stored or Transhipped.

CHINA EXPRESS CO.

(ESTABLISHED 1844).

3, DUDELL STREET,

(OPPOSITE LAMBERT'S AUCTION ROOMS).

Ring Up Telephone No. 668.

Hongkong, June 1, 1912.

Queen Mary and King George

Chocolates in tins.

New Consignment.

Weismann, Limited.

Hongkong, July 20, 1910.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS. BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 458.
Shipyard, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.



DINNEFORD'S

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Bilious Affections.



JOHN OAKLEY & SONS LIMITED, "WELLINGTON, ENGLAND," LONDON.

LYONS

BLUE BLACK, SCARLET AND CHECKING INKS,

GLUCINE,

(The finest mucilage on the market).

Obtainable only from

STERNBERG'S (SUB-AGENTS),

OLD POST OFFICE BUILDING.

Sole Agent for Hongkong and South China:

H. STEPHENS,

19, QUEEN'S ROAD CENTRAL.

Hongkong, April 17, 1912.

No More Grey Hair

You can easily avoid that most disquieting sign of age—grey hair—by using

BROUX MIXTURE OR VENETIAN MIXTURE,
WARRANTED HARMLESS.

which imparts a natural colour, light brown, dark brown or black, and makes the hair soft and glossy. It is a perfect, cleanly and harmless stain, washable and lasting, most easy to apply.

PARIS TOILET

No. 15, QUEEN'S ROAD CENTRAL

Hongkong, April 30, 1912.

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SAIGON HARBOUR IMPROVEMENTS.

The U.S. Consul Hubert G. Baugh, Saigon, in a recent report to his Government, writes:—

In October, 1899, the Higher Council of Indo-China took up the question of improving Saigon Harbour, and eight months later the Governor-General ordered an investigation of the work needed. Plans were drawn up, and were approved by the Saigon Chamber of Commerce, which asked that the work be pushed. The Higher Council in 1900 also approved the plans, which included the following items, with estimated cost of each:—

(1) Construction of quay, 3,385 ft. long, on right bank of Saigon River from old mill of Kien Fat-Song and Co. to approach of South Fort; cost \$1,200,754. (2) Construction of docks parallel to quay; cost, \$175,084. (3) Construction of railroad lines in front and behind docks, and connection with Saigon-Mytho Railroad; cost, \$201,068. (4) Construction of a branch connecting with the Mytho Railroad just beyond Cholon, and tapping the city mills in both banks of Arroyo Chinois; cost, \$261,068. (5) Establishment of anchoring posts outside channel on left bank of Saigon River; cost, \$19,000. (6) Construction across Arroyo Chinois, at prolongation of rue d'Adrien, of a turning bridge for ordinary traffic and for passage of a tramway which should run between Saigon and wharves; cost \$85,000. (7) Construction, on left bank of Arroyo Chinois, of an inclined way leading up to a platform 82 ft. wide and about 2,953 ft. long, for use of river boats and barges; cost, \$154,787.

Bids for the quay were called for at once, and in 1901 La Société Levallois-Perret, the same firm that built the famous Eiffel tower in Paris, was granted the contract, at \$1,506,400. The increase over the estimate resulted from adoption, by committee in charge, of a plan calling for masonry only, in place of a platform of steel and brick arches supported on masonry piers as in original estimate.

The quay, after this change, was to consist of a wall from 12 to 16 ft. thick, supported on piers 16 ft. wide and 47 ft. from axis to axis. This wall was to support and protect a platform constructed of earth on a foundation of rocks raised 1 ft. 4 in. above highest tides. The platform was begun in 1905. Shortly after completion of first section in July soil settling seriously displaced the wall.

The piers were built on a very compact bed of argil, and it was thought that the wall would stand the static push of the platform behind it. The latter was built directly on the natural soil, which consisted of a thick mud, with the idea that there would be a gradual settling of the whole platform as more earth was placed on top.

Costly experience having disproved this theory, it was decided to revert to the original plan in which the platform of rock and earth was replaced by a platform of reinforced concrete arches resting on the one side on the wall already constructed, and on the other on a series of piers to be built behind the wall. The expense of this new plan was estimated at \$1,254,500, and a new contract was made with the Levallois-Perret firm.

WORK STILL TO BE DONE.

Today the quay is completed, the anchoring posts are in place, and the turning bridge is in use, but there are no docks or other shelter for merchandise along the quay, the approaches to the quay have yet to be built, including the railroad connections, and there is no landing stage for use of river boats and barges.

The necessary funds not being available from the budget, the Government was forced to devise other means, and in November, 1910, the Governor-General established two new taxes to be collected on rice and its derivatives exported from Saigon. The amount of these taxes for one year, estimated at about \$70,000, is to be applied solely to the Chamber of Commerce of Saigon, and to supply Saigon Harbour with the needed equipment.

Unfortunately, however, with the increasing need for funds has come a series of bad years for rice crops, so that the amount realized from the two taxes has fallen far below the estimate, and the labour works have suffered accordingly.

The first shed for storing cargo from or for steamers lying alongside the new quay is about to be erected by the Compagnie des Chargeurs Reunis, one of the two French steamship companies trading in the Far East. This building is to be 107 ft. long and 39 ft. wide, with the necessary outhouses, and will be built 66 ft. from the edge of the quay. The plan for the building is the work of the Public Works Department, but the expense of construction and maintenance will be met by the company, which will then be free from all charges for landing or storing of merchandise. The cost is estimated at about \$2,300, and the company has agreed to surrender the building to the authorities

upon demand, the Government to repay cost of construction minus an allowance for usage. In case the two parties can not agree upon the price, an expert is to be secured.

Without adequate provision for sheltering goods from the sun and rain the new quay will be of little value. Steamers tie up alongside it now, but they take on their cargoes from lighters which come alongside on the stream side. Several hundred thousand dollars must be spent on further improvements before the full benefits of the present work can be realized. Efforts are now being made to increase the appropriation in the budget for these improvements which, if ever completed, will give this port a creditable system and greatly facilitate loading and unloading steamers.

PANAMA CANAL.

The following information on the subject is from the report of the British Acting-Consul at Colon (Mr. H. O. Chalkley) on the trade of Panama in 1911:—

On May 3, 1912, the eighth year of American canal construction ended, and ships will probably be able to pass through the Canal towards the ends of 1913, although the official opening has been set for Jan. 1, 1915. The first three years of occupation were devoted largely to organising a working force, providing a healthy living place for Canal workers, developing plans for the excavation and construction, and procuring plant and equipment.

Actual working operations have progressed with a remarkable absence of serious impediments, beyond slides at Culebra Cut, which have only increased the amount of excavation to be done. The total amount excavated to the end of the eighth year was 168,486,884 cubic yards, and the amount remaining to be excavated is 26,836,436 cubic yards, of which a little more than half is to be removed by dredgers at the Atlantic and Pacific terminals. Concrete work on the locks at Gatun, Pedro Miguel, and Miraflores is almost completed, and the task of erecting gates, building emergency dams, placing the valves that will control the flow of water, and installing the machinery required for working the various parts has been begun. Studies were completed during the year for the terminal docks at both entrances to the Canal; at the Atlantic entrance one new pier is being constructed, and the plans provide for four new piers at the Pacific entrance, and work on it, and on the quay walls surrounding the piers, has been commenced; a project for a series of piers extending into the anchorage basin leading into the Canal is being considered. Plans for lighting the Canal by beacons and buoys have been approved and the work begun.

With the completion of the Canal, a number of months rather than years, attention is being directed to its probable effect on shipping and commerce, but until the United States Congress has fixed the tolls to be charged and the method of working the Canal when completed, it is impossible for the various interests concerned to conclude their arrangements, and the attention points to the probability of some time elapsing after the opening of the Canal before commerce adjusts itself to the use of the new route. No approximate calculation of the shipping which may be expected to pass through the Canal is possible until the tolls are fixed. Apart from competition between the eastern and western seaboard of the United States, the only shortening of routes of importance of Europe is from and to the west coast of North and South America. On these routes it will undoubtedly be advantageous to send ships through the Panama Canal, but comparatively infrequent sailings will satisfy the needs of the traffic, and, with regard to North America, it remains to be seen what effort the railways will put forth to hold their traffic. Whether the nitrate trade, the export of greatest importance from western South America, will be entirely diverted from its present route depends largely on the tolls charged.

The Man Who Gets There.

Is the man who has blood—
real rich red blood and
plenty of it—in his body.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND
makes blood—lots of it—life
giving, brain nourishing,
strength replenishing blood.

OF ALL CHEMISTS

PRICES \$1.25 and \$2.25.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch-vessel	1700	12	2000	Comdr. O. L. Lamb	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Pritchard	Kiungkiang
Britannia	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Hankow
Cadmus	sloop	1470	6	1400	Comdr. H. P. E. T. Williams	Hankow
Cherub	water tank and tug	380	—	300	Master H. Smith	Hongkong
Ohio	sloop	1070	6	1400	Comdr. B. S. Vase	Canton
Defence	cruiser, 1st class	14,600	—	—	—	Hongkong
Fame	torpedo boat destroyer	380	6	5700	Lieut.-Comdr. H. S. Monroe	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. C. F. Corbett, M.V.O.	Hongkong
Handy	torpedo boat destroyer	273	6	4000	Lt.-Comdr. E. Boddam-Whelham	West River
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Maxwell	Swatow
Kent	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hoff, C.S.I.M.	Amoy
Kinsale	river gunboat	618	1	1000	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	ship	1340	—	—	Capt. F. C. C. Pasco	Surveying duties
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. G. C. Cayley	Shanghai
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Bartlett	Shanghai
Moorehead	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	cruiser, 2nd class	4300	—	—	Capt. G. P. E. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtze
Otter	torpedo boat destroyer	350	6	4300	Comdr. Seymour	Hongkong
Pegasus	cruiser	2125	—	—	Capt. F. H. Mitchell	Shanghai
Prometheus	cruiser	2125	—	5000	—	Hongkong
Ribble	torpedo boat destroyer	400	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Rosario	depot ship, submarines	900	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. Allan Dixon	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. H. Hutton	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	4500	Lt.-Comdr. Brickenden	Hongkong
Tamar	receiving ship	4650	8	—	Commodore C. J. Eyre	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hankow
Uak	torpedo boat destroyer	590	—	7500	Lt.-Comdr. B. W. Bluest	Shanghai
Virago	torpedo boat destroyer	350	6	4300	Lieut.-Com. H. D. Adair-Hall	Hongkong
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. F. A. Rayne	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. T. B. Chambers	Shanghai
Whiting	torpedo boat destroyer	390	6	4900	Comdr. G. B. Hartford	Hongkong
Widggon	river gunboat	180	2	800	Com. M. H. Wilding	Kiangsu
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Yangtze
38	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong
0.35	torpedo boat	—	—	—	Lt. Comdr. Woodward	West River
0.36	torpedo boat	—	—	—	Lt. Comdr. Murphy	West River
0.37	torpedo boat	—	—	—	Lt. Comdr. Nicol	West River

Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauts	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Verges	Shanghai
Kleber	French armoured cruiser	9730	12	19,600	Capt. Goute	Saigon
Decidie	French gunboat	445	10	1200	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Durjat	Canton
Vigilante	French gunboat	122	7	500	Lieut. de Jerville	Canton
Peiho	French gunboat	180	—	—	Lieut. Collin	Tientsin
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tientsin

+ Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protes	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
* Fronda	French destroyer	350	7	303	Lieut. Aurillac	Saigon
* d'Iberville	French destroyer	—	—	—	Capt. de Frigate Roulsen	Hongkong
* Pistolet	French destroyer	130	7	300	Comdr. de Marquessier	Saigon
* Mousquet	French destroyer	307	6	300	—	Saigon
* Manche	French surveying-ship	1835	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boudicaut, Commanding the local defence Indo-China.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
London	German cruiser	3600	22	13,500	Capt. v. Reuter	Tientsin
Garnier	German armoured cruiser	11,600	36	20,000	Captain v. Uebler	Tientsin
Ilis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behneke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,500	Capt. Morsberger	Tientsin
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	36	20,000	Capt. Roeling	Shanghai
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrenberg	Tientsin
Taku	German torpedo-boat	280	4	6000	Obt. z. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tientsin
Tientsin	German river gunboat	223	4	1300	Capt. Lieut. Ehrh. Fiecke	Canton
Vaterland	German river gunboat	223	4	500	Obt. z. S. Prinz	Shanghai
Calabria	Italian cruiser	3145	—	—	Comdr. Sommi Picenardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain J. Milheiro	Tientsin

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	U. S. submarine				Ensign J. Mc G. Murray	Olongapo
A-4	"				Lieut. E. D. McWhorter	Olongapo
A-6	"				Ensign J. C. Van de Carr	Olongapo
A-7	"				Ensign C. M. Yates	Olongapo
Albatross	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Cruising
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lt. C. S. Graves	Cruising
Berry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cruising
Callao	U. S. gunboat	243	8	250	Ensign W. L. Halberg	Canton
Charney	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3193	11	10,000	Comdr. S. S. Robinson	Cruising
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign J. H. Oswald	Cruising
Deceatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cruising
El Cano	U. S. gunboat	620	4	600	Lt. Comdr. V. S. Houston	Shanghai
Helena	U. S. gunboat	1392	8	1998	Comdr. R. H. Jackson	Shanghai
Mohican	U. S. station ship	1900	6	1100	Chief Gunner J. Mitchell	Cavite
Monadnock	U. S. monitor	3090	6	3000	Lt. E. P. Svars	Olongapo
Monterey	U. S. monitor	4084	4	6277	Commander H. A. Wiley	Shanghai
Pampana	U. S. gunboat	243	8	—	Lieut. C. A. Woodruff	Cavite
Piscataqua	U. S. sea going tug	854	2	1500	Lieut. S. W. Wallace	Canton
Pompey	U. S. Repair ship	3085	—	—	Lieut. R. V. Lowe	Shanghai
Quinos	U. S. gunboat	350	2	208	Lieut. J. W. Schoenfeld	Shanghai
† Rainbow	U. S. cruiser	4390	14	1800	Lt. Comdr. A. N. Mitchell	Cruising
Samar	U. S. gunboat	243	8	250	Lt. E. D. Washburn, Jr.	Cruising
Saratoga	U. S. armored cruiser	3115	14	17,401	Comdr. H. A. Bishop	Cruising
Villaloba	U. S. gunboat	370	9	208	Ensign H. A. McClure	Cruising
Wilmington	U. S. gunboat	1397	8	1894	Comdr. J. F. Hubbard	Shanghai
Wompatuck	U. S. tug	462	—	650	Chief Boatsw. P. E. Radcliffe	Tientsin

SAN MIGUEL BEERS.

PRICES	per Dozen Pints. (including duty)
PILSENER BEER...	\$2.50
DOUBLE BOCK...	\$2.50
GOLD RIBBON...	\$2.70
CERVEZA NEGRA...	\$2.70

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Hongkong, April 15, 1907

Powell's

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ELEGANT SHAPES

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THE EDWARD DISPENSARY,
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Chemists and Druggists.GREAT REDUCTIONS IN
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PRESCRIPTIONS ACCURATELY
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Pure Drugs, Patent Medicines, &c.62A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 20, 1912.THE
CHINA MAIL

Typhoon Guide.

PRICE 20 cents

Board holds the sole agency for the American Deering make, and in addition reapers are sold from three Russian makers and mowers from John Greaves and Co. Of cream separators the sale is confined to the "Alpha" separators and other dairy machines are mostly of German or Russian make. For the advancement of the Russian industry in agricultural machinery some new regulations have been published, which are to remain in force until the end of 1917. Machines, apparatus and parts of same, intended for the manufacture of agricultural portable engines and certain steam thrashers, binders, reapers, and mowers, can be imported free of duty, according to rules fixed by the authorities concerned. Free from duty are likewise a number of steel part for ploughs, horse-rakes, harvesting-machines, &c., and the authorities can further extend the list if they see fit. So as further to assist the home industry in these branches, a system of premiums is coming into force on January 1, 1913, for a period of ten years, amounting to a rouble for each pood of the weight of complicated steam thrashers, reapers, and mowers, and to 1 rouble 25 kopek for portable engines. These premiums are subject to the articles in question not exceeding a certain specified weight.

MEMO FOR TO-DAY

9 p.m.—Allan Wilkie Co. at Theatre Royal, City Hall.

MEMO FOR TO-MORROW

4.30 p.m.—Lady May's "At Home" at Mountain Lodge.

General Memoranda.

THURSDAY, Sept. 19:—Interport Aquatic Sports at V.R.C. 1st Day. 9.15 p.m.—K.O.Y.L.I. Band Concert in Public Gardens.

FRIDAY, Sept. 20:—Interport Aquatic Sports at V.R.C. 2nd Day.

SATURDAY, Sept. 21:—Noun-Douglas Swimming Co. Meeting. Interport Aquatic Sports at V.R.C. 3rd Day. 9 p.m.—Variety Concert at Mr. Austin Barracks.

SUNDAY, Sept. 22:—9 a.m.—Excursion to Macao.

MONDAY, Sept. 23:—K.O.Y.L.I. Aquatic Sports.

TUESDAY, Sept. 24:—K.O.Y.L.I. Aquatic Sports.

WEDNESDAY, Sept. 25:—7 p.m.—Entertainment for last Gymkhana.

THURSDAY, Sept. 26:—7.34 p.m.—Full Moon. 7.44 p.m.—Partial Eclipse of the Moon.

SATURDAY, Sept. 28:—9.15 p.m.—Performance at Theatre Royal in aid of Cathedral Organ Fund. Opening Night Bijou Theatre.

MONDAY, September 30:—Entire close for Swimming Race across the Harbour for Prizes presented by the "China Mail."

The China Mail

HONGKONG, MONDAY, SEPTEMBER 16, 1912

SALE OF AGRICULTURAL

MACHINERY AND IMPLEMENTS IN SIBERIA.

THE sale of agricultural machinery and implements in Siberia has become an important one, and that it is steadily growing appears also from the fact that the depôts in West and Eastern Siberia of the Colonization Department have increased from 61 in 1908 to 104 in 1910. This fact is all the more important to manufacturers especially now that the Siberia Railway is gradually being improved. During these three years the aggregate sale from these depôts amounted to 14,751,010 roubles, and the list of articles is very long and varied. The number of portable engines sold only amounts to 31 and that of naphtha-motors to 12, but of self-binders 1056 were sold, and of other harvesting-machines, reapers, and mowers, no less than 34,440; the number of screens and fans was 15,739, and the aggregate of diverse kinds of ploughs, 101,321. Prices on the whole do not range very high, and the terms of payment, as far as the official depôts are concerned, are very lenient—generally, one-third cash and up to two years' credit for the balance, but the article in question, according to a special Act, remains the property of the vendor till fully paid for. Some private firms sell at somewhat lower prices than the depôts, but only against cash payments. The Colonial Board, as a return for the sundry privileges it enjoys, is supposed to favour so far as possible articles of Russian manufacture, when such are able to compete with foreign-made ones, and in consequence Russian and Polish makes dominate, wherever possible. Of harvesting-machines the Colonial

NEWS OF THE DAY.

The English Mail of the 17th August was delivered in London on the 14th September.

A fisherman's hut in the Ping Shan district was destroyed by fire on the night of September 14. The damage is estimated at \$150.

It is announced that Mr. Tom Wright severs his connection with the Straits Echo, Penang, at the end of his present contract, which expires in January next.

Mr. S. R. Lempriere, Shanghai, who while playing polo on Aug. 10, sustained injuries, died in Shanghai General Hospital on September 11. Deceased was twenty-nine years old.

A European man named Broadbent, who resided in Haiphong Road, Kowloon, has been sent to hospital by the authorities. He was sick and destitute and his wife made application for relief, as she was unable to support him.

The new steam ship, Richard Awdry, built to the order of the Peking Syndicate for the northern trade, arrived at Shanghai on September 4 under the command of Captain Heppel, a well-known Chinese sailing skipper. The vessel left Hong Kong on the 12th July and during the voyage out she behaved in a splendid manner and proved herself to be a good sea boat.

The Canadian Pacific Railway Company's Royal Mail Steamship Line, states:—Our Yokohama Office is in receipt of a wireless message from the R.M.S. "Montezuma" sent at midnight, Sunday 15th, September, when the vessel was 1,000 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama on Thursday morning the 18th instant.

In the Summary Court to-day, Sunday, a watchman of No. 15 Road, and a watchman of the a.s. Shing Tai at Yuen On Wharf, to recover \$12 for money lent, and interest thereon. Mr. Crowther Smith represented defendant, and Mr. F. N. D'Almeida appeared for plaintiff. Defendant was not present, his solicitor stating that he was on duty; and the Justice Judge adjourned the case till Thursday and ordered defendant to pay the costs of the day.

The s.s. Chipping arrived from Tientsin this morning. She met with an accident on the way down, breaking her H. P. piston rod, and proceeded the rest of the journey with her medium and low pressure engines working only. She also reports the China Navigation Co.'s steamer Kichow as having broken her tail-shaft in the Tientsin river, so is detained at Taku pending the arrival of a spare propeller from Shanghai. It was fortunate for her that the accident occurred before she had reached open water, as she was bound outwards to Hongkong.

The s.s. Lamouille, of the Ocean S.S. Co., arrived in port yesterday on her maiden voyage, homeward bound. She did not call here on the outward journey. She is 437 feet long and of 6,002 tons, built by Workman and Clark, Belfast, on the owners' girder system which allows of unobstructed cargo facilities, large packages being easily handled and stowed. The Lamouille has passenger accommodation for six first-class passengers on the bridge deck. She is to be one of the regular boats leaving here every fortnight for London and Continental ports.

The s.s. Indra, of the Indra Line, which arrived at Taku on the 5th September, presented a very disastrous appearance, her decks being a mass of broken and wrecked fittings. The damage was done during the last disastrous typhoon which lately passed up the coast. The s.s. Indra was in practically the same position as the Persia when the typhoon was encountered, but being deeply laden with a full cargo for Taku she could not make such a good fight of it. The result is smashed boats, iron davits bent to the deck, and stanchions and rails twisted as if made of matchwood. The master and officers consider themselves lucky to have escaped so lightly.

STOLE \$25,000.

A Missing Employee.

The manager of the Yuen Hing Hong firm, which carries on business at 64, Bonham Street, was, until a few days ago, a trustful man. Now his confidence in the honesty of humanity has been sadly shaken.

On September 13 he entrusted to one of his firm's employees, the son of wealthy parents in the Colony, a bank draft for \$25,000 which the young man was to cash at the Hongkong and Shanghai Bank. He cashed the draft all right, but omitted to perform the principal part of the commission—the handing over of the dollars to the client. No Mr. T. M., as he is called, is one of the most sought after men in the East.

THE POLICE FORCE.

Steps are being taken to strengthen the Hongkong Police Force. Twenty Europeans and seventy extra Sikhs are due to arrive shortly, and several time-expired soldiers have recently been recruited.

MUSCULAR RHEUMATISM.

STIFF neck, lame back, lumbago, pains in the chest and chest, all indicate muscular rheumatism. There is no more satisfactory remedy for trouble of this kind than a free application of Chamberlain's Pain Balm, which is a well-known remedy for all such ailments. It is a sure cure for all such ailments. It is a sure cure for all such ailments. It is a sure cure for all such ailments.

WHOOPIING COUGH.

It is in diseases like whooping cough that the good qualities of Chamberlain's Cough Remedy are most appreciated. It liquefies the tough mucus and aids expectoration. It also renders the fits of coughing less frequent and less severe depriving the disease of all dangerous consequences. For sale by all Chemists and Storekeepers.

TYPHOON WARNING.

The American Consul-General courteous-ly informs us that he received the following telegram this morning at 11 a.m.:—Cyclone or Typhoon E. of Bashi Channel moving N. W.

Cyclone or Typhoon near or over Guam moving W. N. W.

[Note.—The signals on Signal Hill, at 2.30 p.m. to-day read "S. E. of Formosa; travelling N. W.—Ed. C. M.]

FUNERAL OF MISS LAMBERT.

The funeral of Miss Elsie V. Lambert, youngest daughter of Mr. J. Lambert, Lloyd's surveyor, took place at Happy Valley on Saturday, and was largely attended. The Rev. Mr. Austin, chaplain of St. Peter's Church, officiated. The coffin was carried to the grave by relatives and friends, and the grave filled in by European sympathisers.

The large number of floral tributes sent included those from "Daddy," "Mother," "Flo" and "Arthur" (sisters and brother in law); "Minnie" and "Queenie" (sisters); "John" and "Willie" (brothers); "Kathleen" and "Dorothy" (nieces); Mr. Steinoff (N.D.L.); "Peggy" "Jolly"; Mr. Lonsdale; Mr. Townsend; Mrs. Milroy; Mr. Harold Seth; Mr. J. B. Seth; Captain Pollard; Mr. Walker (K. C. Railway); Miss Annie Logan; R. M. Dyer (K. C. Dock Co.); Mrs. Davies (Swatow); Mrs. Crawford; Miss Julia Gardner; Mr. Caldwell; Mr. Witzke and family; Mr. Hirsch (Osaka Shosen Kaisha); Mr. Morimoto (Toyo Kisen Kaisha); Mr. Kusumoto (N.Y.K.); Mr. Wada (O.S.K.); Mr. Matsushita (T.K.K.); Mrs. Hobbs; Mr. Silas; "Dorrie" and John; Mr. and Mrs. Taggart; Capt. and Mrs. Lewington; D. O. Wadding; Mr. and Mrs. A. B. Bryson; L. Guy; W. G. Hobbs; try and Mabel Musso; Mr. and Mrs. Musso.

"THE SIGN OF THE CROSS."

Wilson Barrett's powerful play "The Sign of the Cross," could scarcely have received a better representation than that accorded to it by the Allan Wilkie Company at the Theatre on Saturday afternoon. The piece, as all know, is full of dramatic possibilities, and appeals strongly to the emotional and religious side of human nature.

As Marcus Saperbus, Prefect of Rome, Mr. Allan Wilkie was excellent and one followed his career with feelings of admiration, while pity and pithos followed in Miss Hunter-Watts fine rendering of the part of Mercia. The fall and ruin of a great Empire was fittingly foreshadowed in the characters of the disolute and blood-thirsty Emperor Nero (admirably portrayed by Mr. P. A. Pittar) and his disreputable associates, Nero's Counselor, Tigellinus, played by Mr. Dawson, was also remarkably good. Miss Clauby in her impersonation of Berenice won unstained praise. The minor parts were most ably sustained by an undoubtedly strong combination. Miss Vera Crichton, as the Christian boy Stephanus, deserves special recognition. Perhaps the play was some what realistic for the young folks present. It was, however, admirably staged, and was thoroughly appreciated.

"THE LIARS."

This well-known comedy was produced by the Allan Wilkie Company on Saturday evening before a large audience. It was excellently performed, both principals and minor parts being in very capable hands. The lively Lady Jessica who took the very mild "wrong turning" was charmingly represented by Miss F. Hunter-Watts, and Miss Vera Crichton was very successful as Lady Rosemund Tatton. Mr. Allan Wilkie was an excellent philosophic friend as Sir Christopher Deering, and Mr. Arthur Goodsell was first rate as Edward Faulkner, and Mr. F. S. Dawson an able and amusing Freddie Tatton. From first to last the play passed off delightfully.

To-night, the Company will produce the old favourite "David Garrick," a play that should inspire the finest acting.

SNATCHER SENTENCED.

Complainant's Permanent Tears.

Before Mr. Melbourne at the Magistracy this morning a Chinese was charged with snatching a hundred dollar bill from a compatriot in the street.

Complainant said he was turned to the s.s. Fat Shan, and as he was going a corner defendant snatched the note, which he was carrying in his left hand wrapped in a piece of cloth. Complainant said he was holding the cloth firmly, and when it was snatched, turned round and saw defendant in the act of taking it. The money belonged to complainant's friend.

During the hearing of the case Mr. Melbourne asked complainant if he had good eyesight, and the man answered general laughter by replying that he had, but he always had tears in his eyes.

Defendant was sentenced to one month's imprisonment and four hours' stocks.

MONEY WASTED.

DON'T waste your money buying strong smelling "plasters." Chamberlain's Pain Balm is cheaper and better. Dampen a piece of flannel with it and bind it over the affected parts and it will relieve the pain and soothe. For sale by all Chemists and Storekeepers.

SECOND EDITION

Stop Press News

BY TELEGRAPH.

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EARTHQUAKE SHOCKS AT CONSTANTINOPLE

(Reuter's Service to the China Mail.)

LONDON, Sept. 16.

A telegram from Constantinople states that four slight shocks of earthquake occurred yesterday morning, lasting altogether for 3 seconds.

The population were panic-stricken and many families camped in the open during the night.

THE PALMA TROPHY.

RECORD SHOOTING.

(Reuter's Service to the China Mail.)

LONDON, Sept. 16.

Reuter's Ottawa correspondent telegraphs that America has won the Palma Trophy with 1720; Canada 1712, both of which are World's records.

The conditions were fifteen shots at 800, 900 and 1,000 yards by teams of eight.

GERMANY'S DEAR FOOD.

THE SOCIALISTS DISCUSSING THE PROBLEM.

(Reuter's Service to the China Mail.)

LONDON, Sept. 16.

Reuter's correspondent at Chemnitz telegraphs that the Social Democratic Congress opened there in the presence of five hundred delegates. The dearth of food in Germany figures largely in the discussions.

AVIATORS COLLIDE.

ANOTHER FATALITY.

(Reuter's Service to the China Mail.)

LONDON, Sept. 16.

Reuter's Chicago correspondent telegraphs that the aviators Meatche and Gill collided while flying at a height of seventy-five feet. Both fell to the ground and Gill was killed.

NEW YORK POLICE SCANDAL.

SENSATIONAL ARRESTS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 16.

Reuter's New York correspondent states that the arrest of Gyp the Blood and his companion, who were wanted in connection with the New York police murder, reads like a detective romance. The wives of the men were persistently shadowed, and telephone wires tapped by the police. Indications pointed to the fact that the men were concealed in a room over a cinematograph show. This was visited by the police, who smashed the door, and entering with revolvers ready in their hands, found the two men taking tea with their wives. The two men surrendered, offering no resistance.

THE GERMAN MANOEUVRES.

AIRSHIPS AT WORK.

(Reuter's Service to the China Mail.)

LONDON, September 15.

An exciting incident in the German military manoeuvres was an aeroplane chasing an airship, passing 100 feet over it, whence it could have dropped bombs into the airship.

CAVALRY RECONNAISSANCES.

The German General Staff report that though the result of the manoeuvres emphasises the decisive role played by the cavalry against aircraft, this in no wise makes the cavalry reconnaissance superfluous since, for two days out of five, the aircraft were unable to fly.

A DISASTER.

A message from Berlin states that during the manoeuvres a torpedo boat collided, north of Heligoland, with the battleship *Zachringen*, and the former sank.

Seven of the crew are missing.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THIS remedy always wins the good opinion, if not the praise, of those who use it. The quick cures which it effects, even in the most severe cases, make it a favorite everywhere. It is equally valuable for children, and when reduced with sweetened water is pleasant to take. For sale by all Chemists and Storekeepers.

ARMED ROBBERY AT YAU MAI.

A Chinese was charged at the Magistracy before Mr. Irving, this afternoon, with being concerned in an armed robbery which was carried out at a place near Yau mai in the early morning of Saturday, September 15.

Mr. Leo D'Almeida, solicitor, defended Complainant said that at 12.15 a.m. he was awakened by the barking of his dog, and looking through the window saw several men near the door. The robbers broke a pane of glass and pointed a firearm into the house, and having broken the door, two of them entered. Witness and his two sons were ordered into the back room by the men, and there they were all covered up with a big quilt. His wife was told to open his boxes but as she could not open them the robbers made witness do it. The robbers took away some jewellery and clothing and a few dollars in money. The men carried torches, two of which they left behind them. Defendant was not one of the men who entered the house; whether he was outside with the other robbers he could not say. He heard the voices of two outside.

Mr D'Almeida said there was only circumstantial evidence against his client, who happened to be sleeping in a matched when some of the stolen property was found in it by the police. After the case for the prosecution had closed he would ask that the case be adjourned. He only received instructions last Saturday.

A large revolver was produced in Court, and complainant said he could identify it as being one carried by the robbers. He was struck on the forehead with it, and noticed some string upon the handle.

After seeing his client in private, Mr D'Almeida said his client made the same statement as he did when charged. He slept in the matched in the garden of a big house by permission of the owner, and during the night three men also went there. They threatened defendant, and presented a revolver at him, and when they went away left the revolver and some of the stolen property.

A police Inspector spoke to finding the property in the matched and arresting defendant there.

After some evidence had been given for the defence the defendant was discharged.

AN OPENED LETTER.

Complainant Withdraws Serious Charges.

Application was made by Mr. Lewis, of Messrs Johnson, Stokes and Master, at the Magistracy this morning, to mention to Mr. Melbourne a case in which he appeared for the complainant, and Mr. Crews, Messrs Hastings and Hastings defended. The case was one in which an employee of a Chinese firm was accused on two counts, with illegally opening one of the firm's letters and converting to his own use a bank draft for a large sum which it contained.

In this case Mr. Lewis said his client consulted him but no action was taken. The man then went to the police station and made a complaint, but the police did not act at that time. A month or two afterwards complainant, without consulting a solicitor, again saw the police, pressed the matter, and information was laid and a warrant issued.

Mr. Melbourne asked if he issued the warrant.

Mr. Lewis replied in the affirmative. He did not see how the case could go on, and he asked permission to withdraw it.

Inspector Watt, appearing for the police, objected to withdraw the case.

Mr. Lewis: If I cannot prove my case—Inspector Watt: This is a case in which the police were ready to go on. Solicitors were engaged, and without any notification the case was remained. He could not be a party to the withdrawal; it was a case for the Postmaster General and the bank.

Mr. Melbourne: Well, if Mr. Lewis appears for the prosecution and he has not sufficient evidence?

Inspector Watt: Mr. Lewis has been engaged on this for months. Perhaps the man has accepted the money now.

Mr. Lewis: I don't know anything about that.

Mr. Crews said the letter was addressed to the firm in which his client was a managing partner. The directions accompanying the letter were that it should be given to another man. His client opened the letter, which contained a draft, cashed it and set it off against a debt. There was no shadow of suggestion of fraud.

Inspector Watt: That is not the true statement.

Mr. Lewis: Well I cannot prove fraud.

Mr. Melbourne said he would give the police a day for the hearing.

Inspector Watt said it was no use his going on with it. He could not force complainant to give evidence when he had been instructed by Mr. Lewis not to do so.

He believed there was a fair case but he could not fight against two solicitors.

Mr. Melbourne asked if Inspector Watt would like to see the Captain Superintendent of Police?

The Inspector replied that it was a case for the Postmaster General.

Mr. Melbourne: Are the police of opinion that they can prove their case?

Inspector Watt: Mr. Lewis has been instructed to withdraw the charge. The police have no provision at all.

Mr. Crews said an anonymous position arose when the defence called on the complainant to give evidence.

Inspector Watt, answering further questions put by his worship, said the man had probably spent the money.

Mr. Melbourne: The first charge accuses the man of opening the letter.

Mr. Lewis: He opened a letter addressed to his firm.

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BY TELEGRAPH.

[Copyright.]

THE PANAMA CANAL.

OPEN TO TRAFFIC NEXT AUTUMN.

(*Reuter's Service to the China Mail.*)
 London, Sept. 16.
 Reuter's Washington correspondent telegraphs that it is officially announced that the Panama Canal will be opened to traffic in the Autumn of 1913.

THE LATE MIKADO.

FURTHER DETAILS OF THE FUNERAL CEREMONY.

WONDERFUL SCENES.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.
 The report of the gun at midnight announced to the multitude the supreme moment of the ceremony. The Emperor and the Empress advanced to witness the funeral. The entire assembly stood with bowed heads, while thousands of bells from Buddhist temples and from Christian churches were tolled and minute guns boomed at sea and on land. All work in the country was suspended for three minutes.

DISTINGUISHED PALL-BEARERS.

The military and naval pall-bearers walking beside the funeral car included Generals Kuroki and Oka and Admiral Togo. Admiral Saito, Minister for the Navy, and Admiral Ito.

PRINCE KATSURA

There was much comment on the fact that Prince Katsura, the Prime Minister, rode in the same carriage as the Emperor to the Parade Ground.

ENTRaining THE REMAINS.

The remains were entrained at two o'clock in the morning for Kyoto, the naval squadron in Tokyo Bay saluting. The entire route to Yokohama was lighted electrically.

INTERMENT AT KYOTO.

The Emperor was solemnly interred at Kyoto.
 A double line of soldiers and sailors lined the specially-made road from the station to the summit of the mountain whereon the tomb is situated.

PLACE OF BURIAL.

Between 300 and 400 farmers bore the palanquin to the foot of the mountain where it was placed on a special carrier and drawn to the summit by means of a wire cable railway. All except the funeral commissioners and assistants remained at the foot of the mountain.

CEREMONY IN LONDON.

The Japanese Embassy and Consulate, with over 100 members of the Japanese Colony in the city, attended the funeral service in London. Mr. Kato, the Japanese Minister, read an address to the spirit of the late Emperor, extolling his virtues. All fled past the portrait of the dead Emperor, and rendered homage.

GENERAL NOGI'S SUICIDE.

General Nogi cut his throat with a short sword and his wife stabbed herself in the stomach at the moment the gun fired announcing the departure of the funeral procession from the Palace. The General was residing at his modest home at Alanki. Both he and his wife dressed themselves in Japanese costume and drank a farewell draught of sake from cups presented by the late Emperor, whose diadem portrait was on the wall. A letter, understood to be addressed to the Emperor, was found beside the bodies. A student living in the house entered the room and found both breathing their last.

On Friday morning General Nogi and his wife were photographed in the garden. General Nogi attended the early morning ceremony in the Palace and visited the room where the dead Emperor was lying in state. The suicide is regarded as a magnificent deed.

The usual posthumous honours are postponed while the nation is in mourning. Officially General Nogi is not dead. He left letters of explanation, particularly one apologising to Prince Arthur of Connaught whom he had been appointed to attend.

BRITAIN'S NEW SUPER-DREADNOUGHT.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

The super-dreadnought Audacious has been launched at Birkenhead by Countess Lytton.

The ship has a displacement of 23,000 tons, a speed of 21 knots, and is armed with 13.5 guns.

BY TELEGRAPH.

[Copyright.]

AUSTRALIAN RAILWAY PROJECT.

THE KING TELEGRAPHS CONGRATULATIONS.

(*Reuter's Service to the China Mail.*)
 London, Sept. 16.

A telegram from Reuter's correspondent at Adelaide states that Lord Denman has turned the first sod in the Port Augusta-Kalgoorlie Railway.

The King sent a message, in which he emphasised the importance of this great national enterprise to the Empire. His Majesty also telegraphed his congratulations.

DUTCH POLITICS.

RESIGNATION OF A GREAT STATESMAN.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

The *Standard's* Amsterdam correspondent telegraphs that the ex-Premier Mynheer Kuyper has resigned from Parliament owing to deafness.

PORTUGUESE MONARCHISTS.

AGREEMENT BETWEEN PORTUGAL AND SPAIN.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

Reuter's correspondent at Lisbon telegraphs that an agreement has been concluded between Portugal and Spain for the expulsion of monarchist leaders and the trial of conspirators who are subject to the Spanish penal code. The agreement provides for the prohibition of their return to Spain for three years of conspirators emigrating to Brazil. A permanent reciprocal agreement to prevent future conspiracies is being drafted.

BRITISH CRUISER AGROUND AT PORT SAID.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

Lloyd's agent at Port Said wires that the British cruiser *Talbot* is aground in the canal, and must be lightened before she can be floated.

HARVEST PROSPECTS IN WESTERN CANADA.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

Reuter's correspondent at Winnipeg telegraphs that the protracted rains in the West are seriously interfering with the harvesting and are injuring the trade in wheat which will cause much loss to the farmers.

COMPETITION IN RUBBER PRODUCTION.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

A message from Rio de Janeiro states that the annual report of the Minister of Finance presented to Congress contains a warning of the danger threatening the rubber trade owing to competition from India, Sumatra, and Ceylon. Brazil has still priority of quality and quantity, but the East Indian rubber has the advantage of cheaper production and will shortly have the advantage in quality. He adds calculations which place the rubber crisis between 1915 and 1917, and insists upon the necessity of encouraging agricultural products besides coffee and rubber.

PEDESTRIANISM.

A 200 YARDS' RECORD.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

At the South of London Harriers Sports Applegarth won the 200 yards in 19.2.5 seconds, which is a British record.

DIRECTOR OF NAVAL EQUIPMENT.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

In pursuance of the reorganisation of the British Admiralty, Rear-Admiral Weymouth becomes Director of Naval Equipment.

BY TELEGRAPH.

[Copyright.]

HOME CRICKET RESULTS.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

At Hastings the South Africans beat the Gentlemen players of England by six wickets.
 At Bray, in Ireland, Mr Fry's XI. beat the Australians by eight wickets.

FRENCH MILITARY MANOEUVRES.

GENERAL AND STAFF CAPTURED.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

General Marion, directing the operations of the Red Army in the French military manoeuvres, was captured with his whole staff by cavalry.

SUCCESS WITH AEROPLANES.

The French are enthusiastic over the success of their aeroplanes in the recent manoeuvres where the opposing armies each employed a fleet of 27 airships. It is asserted that the results are so remarkable as to revolutionize all previous tactics.

FOREIGN OFFICERS ENTERTAINED.

M. Millerand, in entertaining the foreign officers at luncheon at Montcontour, especially welcomed the Russian Grand Duke Nicholas and General Wilson, the British representative.

DISASTROUS HURRICANE IN FLORIDA.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

A message from Pensacola in Florida says that a hurricane which swept that town damaged property to the extent of hundreds of thousands of dollars. Several vessels, including the Lloyd liner *Maltonian* and several small craft, were driven ashore.

ANOTHER AVIATION DISASTER.

TEN PEOPLE INJURED.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

At an aviation meeting at Pon Ferrada in Spain an aviator, in trying to avoid the crowd, invaded the aerodrome, and collided with the grandstand, severely injuring ten people.

THE NEW CHINESE LOAN.

REPUTATED BY THE MINISTER OF FINANCE.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

A message from Washington reports that the State Department learns that the new Chinese Minister of Finance has repudiated the tentative contract with British private banking interests for a loan of £10,000,000 and that the re-opened negotiations with the Six Power Group have every prospect of success.

BRITISH GOVERNMENT UNFAVOURABLE.

Reuter's Peking correspondent telegraphs that Sir John Jordan, the British Minister, has informed the Chinese Government that the British Government does not favour the loan telegraphed on 10th inst., and entered into between the Chinese Minister at London and a certain "London House."

NEW YORK POLICE SCANDAL.

TWO IMPORTANT ARRESTS.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

Reuter's correspondent at New York wires that "Gyp the Blood" and Lefty Louis, the two missing men implicated in the murder of the gambler, Rosenthal, have been arrested at Brooklyn and taken to the police headquarters.

SECOND EDITION

Stop Press News BY TELEGRAPH.

[Copyright.]

H.M.S. TALBOT.

(*Reuter's Service to the China Mail.*)
 London, Sept. 16.

H.M.S. *Talbot*, which went ashore at Port Said, was towed off this morning after being lightened of 150 tons.

RIOTS IN BELFAST.

THOUSANDS ENGAGE IN "BATTLE."

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

A telegram from Belfast states that fifty-eight people have been sent to hospital—five being wounded by revolvers. Some are in a critical condition.

FOOTBALL RIVALRY.

This is the result of a riot that occurred at the Celtic Football Park when a League match was being engaged in by the Belfast Celtic and the Linsfield Club.

ORANGEMEN V. HOME RULERS.

At half-time, when Linsfield were 1 goal and the Celtic 0, the Celtic's partisans unfurled a green and white banner, and started parading. The partisans of the Linsfield Club displayed the Union Jack immediately.

PLAYING GROUND, A BATTLE-FIELD.

The playing pitch was transformed into a battlefield—stones, bricks and huge clinkers were hurtling through the air by thousands of combatants.

SPELLBOUND SPECTATORS.

Men were falling bleeding, and there were several revolver shots, while the people in the grandstand were watching spellbound.

POLICE POWERLESS.

The police were at first powerless, but being subsequently reinforced, they separated the mob.

MANY WOUNDED.

Ambulances were busy picking up the wounded.

QUIET IN THE EVENING.

No arrests were made, and the city was quiet in the evening.

BRITISH POLITICS.

MR. CHURCHILL'S ASTOUNDING SPEECH.

(*Reuter's Service to the China Mail.*)
 London, Sept. 15.

Though Mr. Churchill was careful to say that he spoke only tentatively and speculatively and in no wise on behalf of the Government, his speech on federalism has created a sensation among all parties.

Unionists ridicule it as a preposterous fantasy and declare that it shatters the present case for the Home Rule Bill and was obviously advanced as a sop.

The *Northern Star* states that the speech would have been admirable as a lecture to the British Association, but as a speech to constituents it is likely to be harmful by diverting attention from the urgent problem of Irish Home Rule.

The *Daily Chronicle* says it is not federalism, but folly. Mr. Churchill now provides an argument for the advocates of separate treatment of North-East Ulster.

TRIANGULAR CONTESTS.

Mr. Samuel Postmaster General, speaking at Hartlepool, referred to triangular contests and said that it might be necessary to change the electoral machinery by the adoption of the principle of transferable vote. Rather face the danger of the formation of groups in the House of Commons, he said, than suffer the present ills. He remarked that Mr. Churchill's interesting suggestion of the devolution of England was not for to-day nor to-morrow, but for the consideration of the future.

LIBERALS V. LABOURITES.

The Liberal-Labour split is further emphasised by the decision of the Liberals to oppose Mr. Keir Hardie in Merthyr-Tydfil and by the decision of the Labour Party to attack the Liberal seat at Sowerby.

Borated Lavender -

Bath Ammonia -

This delightful preparation acts like a charm on hard water rendering it soft and pleasant to the touch and almost doing away with the need for soap. It is delicately perfumed with Mitcham Lavender which gives it its own distinctive fragrance to the bath.

50 Cents per bottle.

Bath Soap -

Atkinson's Violet and Glycerine and Cucumber. Bath Soap 30 cents per large cake or
 Glibbe Cold Cream Soap 25 cents per cake (22-50 per dozen) will be found both pleasant and economical.

Bay Rum -

This preparation distilled from the leaves and berries of the Bay enjoys an immense reputation for improving and increasing the growth of the Hair. Applied daily to the Hair Roots it will be found very effective in removing Dandruff.

SPRINKLER TOPPED BOTTLES.

75 cents and \$1.25.

Myrrh and Borax -

with Cologne -

In spite of the much advertised Mouth Washes Myrrh and Borax remains the only preparation for persons with bleeding or sore gums. A few drops in a tumbler of water give a pleasant and clean feeling to the mouth.

\$1.00 & \$1.50 per bottle.

Queen's Dispensary,

31, Queen's Road Central,

G. HARPER,

Pharmaceutical Chemist, Manager.

TELEPHONE No. 492.

Hongkong, July 30, 1912. 870

WALK-OVER

BOOTS & SHOES

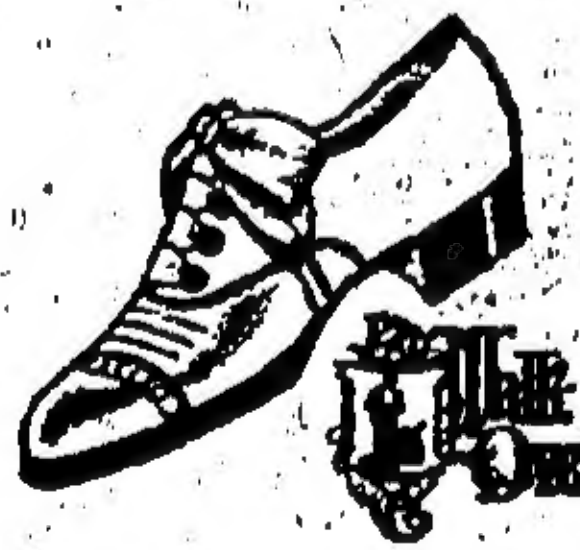
FOR MEN AND WOMEN.



Dark Colour, Tan Calf

\$10.00, \$12.50 per pair

ALSO IN BLACK.



Vici Kid in Black & Tan

\$12.00 per pair

ALSO IN WILLOW CALF.



NEW PUMP MODEL

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IN SUEDE AND PATENT-LEATHER

A LARGE VARIETY OF OTHER SHAPES.

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& CO.

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FOR BOSTON AND NEW YORK.

S.S. DAORE CASTLE on or about 20th September.

FOR NEW YORK

S.S. PATHAN on or about 28th October.

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NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the
 INDO-CHINA STEAM NAVIGATION CO., LTD.
 AND "AFRICAN LINE" Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
JELUNGA	14th Sept.	UMKUI	10th October.

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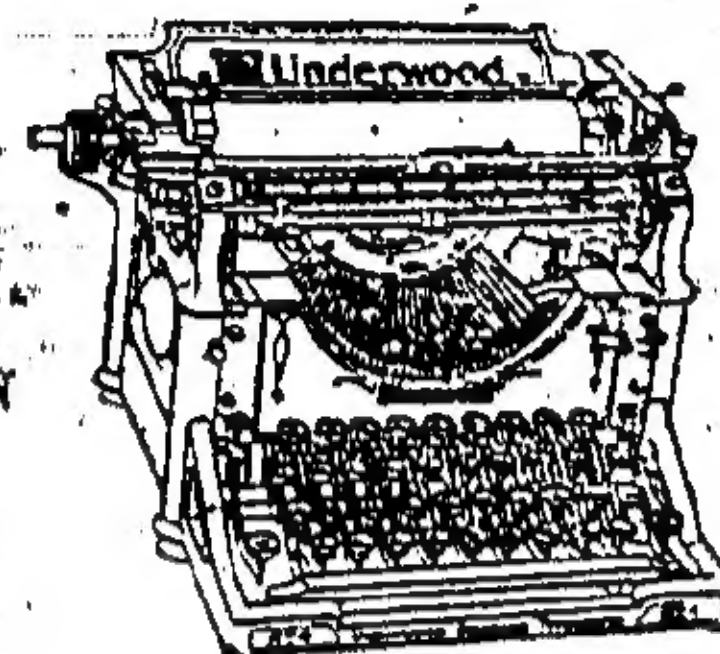
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AND MOST

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BECAUSE IT

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Inspection Invited.

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OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

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CONTRACTORS TO HIS MAJESTY'S NAVY.

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REPORT ON THE

'D. C. L.' MALT EXTRACT

MANUFACTURED BY

The Distillers Coy., Ltd., Edinburgh,

By E. F. HARRISON, B.Sc. (London), Ph.C., F.I.C., F.O.S.

Analyst, Assayer and Consulting Chemist.

55, CHANCERY LANE,

LONDON, W.C., 21st November, 1904.

Certificate of Analysis.

I have made a thorough examination of a sample of 'D.C.L.' Malt Extract, and I find it to be of exceptionally high quality.

The value of Malt Extract as a food depends largely on the amount of nitrogenous constituents, and its value as an aid to digestion on the amount of diastase present. I have compared 'D.C.L.' Malt Extract with twelve other Malt Extracts on the market, including all the principal makes, and I find that in both these respects it is much superior to any other.

I have examined samples of the 'D.C.L.' Extract bought in the ordinary way and not obtained direct from the makers, at intervals during the last few years, and on each occasion have found it to be of the same excellent quality.

E. F. HARRISON.

Price per 1 lb. glass jar... \$0.60

" " 2 lbs. " " " " 1.10

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Wine Merchants

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	STEAMERS	To SAIL	REMARKS
LONDON & ANTWERP	SARDINIA	10 a.m.	Freight and Pass.
via Suez, PANA, CANTON, SHANGHAI, MOJI, KORE, YOKOHAMA	Capt. C. C. Talbot, R.N.R.	19th Sept.	Passage.
SHANGHAI, MOJI, KORE, YOKOHAMA	Capt. C. C. Talbot, R.N.R.	22nd Sept.	Passage.
SHANGHAI, MOJI, KORE, YOKOHAMA	Capt. C. C. Talbot, R.N.R.	25th Sept.	Passage.
LONDON, via Suez, PANA, CANTON, SHANGHAI, MOJI, KORE, YOKOHAMA	Capt. W. R. H. H. H.	28th Sept.	Passage.

H. W. D. SHALLARD, Acting Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong. 1912	From Quebec. 1912
MONTEAGLE.....Sat., Oct. 5.	EMPEROR OF INDIA.....Fri., Nov. 1.
EMPEROR OF INDIA.....Sat., Oct. 26.	ALLAN LINE.....Fri., Nov. 22.
EMPEROR OF JAPAN.....Sat., Nov. 16.	EMPEROR OF BRITAIN.....Fri., Dec. 13.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC AND RAIL TO VANCOUVER.	From YOKOHAMA via KORE, NAGASAKI AND SHANGHAI.
EMPEROR OF INDIA.....Fri., Aug. 28.	MONTEAGLE.....Fri., Sept. 27.
ALLAN LINE.....Fri., Sept. 13.	EMPEROR OF INDIA.....Fri., Oct. 17.
EMPEROR OF BRITAIN.....Fri., Oct. 4.	EMPEROR OF JAPAN.....Fri., Nov. 7.

All members of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each trans-Pacific 'Empress' steamer at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Port or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomats and Civil Servants of China and Japan. Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (lowest intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic, via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to W. W. GRADDOCK, General Trade Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	Displacement	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	ATSUTA MARU, Capt. J. Nagao, Tons 16,000	16,000	FRIDAY, 27th Sept., at 5 p.m.
	HITACHI MARU, Capt. T. Yamawaki, Tons 13,000	13,000	WEDNESDAY, 9th Oct., at Daylight
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIZU & YOKOHAMA.	TAMBA MARU, Capt. S. Wada, Tons 12,500	12,500	TUESDAY, 24th Sept., at 4 p.m.
	AWA MARU, Capt. Shimidzu, Tons 12,500	12,500	TUESDAY, 8th Oct., at Noon
BOMBAY, via SINGAPORE, COLOMBO.	SANUKI MARU, Capt. N. Teraoka, Tons 12,500	12,500	MONDAY, 16th September
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Wada, Tons 9,600	9,600	FRIDAY, 27th Sept., at Noon
	YAWATA MARU, Capt. T. Sekine, Tons 7,000	7,000	FRIDAY, 25th Oct., at Noon
HOBE & YOKOHAMA	KITANO MARU, Capt. E. Cope, Tons 18,000	18,000	WEDNESDAY, 25th Sept., at 6 p.m.
SHANGHAI, MOJI AND KORE	HAKATA MARU, Capt. H. Nomura, Tons 12,500	12,500	WEDNESDAY, 25th Sept.
NAGASAKI, KORE AND YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 7,000	7,000	WEDNESDAY, 25th Sept.
SHANGHAI & KORE	CEYTON MARU, Capt. Teraoka, Tons 12,000	12,000	SATURDAY, 14th Sept.

§ Fitted with new system of wireless telegraphy. § Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, SHANGHAI & CALCUTTA

KIRIN MARU, Capt. M. Deguchi, Tons 4,000, September.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return.	Abe Return.	Moji Return.	Yokohama Return.
1st class \$135	\$122	\$108	\$95.
2nd class \$ 81	\$ 75	\$ 65	\$57.

With option of Rail between Steamer's calling ports in Japan.

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T. KUBUMOTO, Manager.

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PACIFIC MAIL S.S. CO.

Steamers of Limited Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of chefs of International Repute.

Not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

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FRED J. HALTON, Agent.

STEAMERS	Tons	Starting	TUESDAY	17th Sept.	at 1 p.m.
SIBERIA	18,000		TUESDAY	24th Sept.	at 1 p.m.
CHINA	10,500		TUESDAY	1st Oct.	at 1 p.m.
MANCHURIA	11,000		TUESDAY	15th Oct.	at 1 p.m.
NILE	11,000		TUESDAY	29th Oct.	at 1 p.m.
MONGOLIA	7,000		WEDNESDAY	3rd Nov.	at 1 p.m.
PRINCE	9,000		TUESDAY	19th Nov.	at 1 p.m.
RIVER	18,000		TUESDAY	19th Nov.	at 1 p.m.

Intermediate Steamers.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 Knots. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Chiyo Maru	W. W. GREENE	Tuesday, 8th Oct., at Noon.
NIPPON MARU	A. G. STEVENSON	TUESDAY, 29th OCT., at Noon.
TENYO MARU	E. BENT	TUESDAY, 5th NOV., at Noon.
SHINYO MARU	H. S. SMITH	TUESDAY, 26th NOV., at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu, on TUESDAY, the 8th October, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:-

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Ply between HONGKONG and CORONEL via MOJI, KURE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Buyo Maru		Friday, 4th Oct., at Noon.
HONGKONG MARU		TUESDAY, 3rd DECEMBER, at Noon.
KIYO MARU		SATURDAY, 1st FEBRUARY, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

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The only direct train service, without transshipment, also shortest and fastest route from Hongkong to the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.C. & TACOMA via KURE, YOKKAICHI & YOKOHAMA.

Steamers	Captains	Leave
'CANADA MARU'	K. Hori	Tuesday, 17th Sept. at 2 p.m.
'TACOMA MARU'	T. Hamada	Thursday, 3rd Oct. at 2 p.m.
'PANAMA MARU'	J. Kana	Tuesday, 15th Oct. at 2 p.m.
'SEATTLE MARU'	T. Seiji	Thursday, 31st Oct. at 2 p.m.
'MEXICO MARU'	N. Koyachi	Tuesday, 12th Nov. at 2 p.m.
'CHICAGO MARU'	I. Goto	Thursday, 28th Nov. at 2 p.m.

Calling at NAGASAKI, KURE, YOKKAICHI & YOKOHAMA.

Calling at SHANGHAI, MOJI, KURE, YOKKAICHI & YOKOHAMA.

Calling at KEELUNG.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For FOCHOV via WATOW AND AMOY.

Steamer	Captain	Leaves
'KAIJO MARU'	Yamamoto	Wednesday, 25th Sept., at noon.

For TAMSU via WATOW & AMOY.

Steamers	Captains	Leave
'DAIGI MARU'	Y. Somawa	Sunday, 22nd Sept., at noon.
'DALIN MARU'	T. Fukami	Sunday, 29th Sept., at noon.

For ANPING & TAKO via WATOW & AMOY.

Steamer	Captain	Leaves
'SOSHU MARU'	K. Saka	Wednesday, 18th Sept., at 10 a.m.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply to

S. HIROI, Manager.

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ILOILO & CEBU	KAIKONG	Sept. 17, at 4 p.m.
SHANGHAI	PAOING	Sept. 19, at 4 p.m.
CHEFOO & NEWBORWANG	Ningro	Sept. 21, at 4 p.m.
SHANGHAI	LINAO	Sept. 21, Midnight
MANILA, CEBU & ILOILO	Taiwan	Sept. 24, at 4 p.m.

AUSTRALIAN ORIENTAL LINE.

MANILA, ZEMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tian' & 'Taming'. Saloon accommodation amidships. Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of 4. 'Kaifong' is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chihua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45. Return \$75.

NEW SERVICE

SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.

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Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	WAISHING	TUESDAY, Sept. 17, at Noon.
THIENTSIN	CHIPSING	THURSDAY, Sept. 19, at Noon.
MANILA	LOONGSANG	SATURDAY, Sept. 21, at 3 p.m.
SINGAPORE, PENANG & NANSANG	HANGSANG	SUNDAY, Sept. 22, Daylight.
CALCUTTA	NANSANG	MONDAY, Sept. 23, at Noon.
SEANGHAI, KORE AND MOJI	KUTSANG	TUESDAY, Sept. 24, at Noon.
MANILA	YUENSANG	SATURDAY, Sept. 28, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kutsang, Namsang and Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Loising and Kamsang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chasoo, Tientsin, via Chiaochoo.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. **FULTALA**, 4154 tons, Captain TILLY, will be despatched for YOKOHAMA & KORE on the 20th September, at Noon. To be followed on the 12th October by S.S. **ITOLA**, Capt. TUCKER, taking cargo and passengers at current rates.

WESTWARD

The S.S. **MUTTRA**, 4444 tons, Capt. H. CARY, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 23rd September, at Noon, followed by the S.S. **OLADIA**, 5291 tons, Capt. A. J. EVANS, on the 4th October, at Noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

'SHIRE' LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	Date of Departure
SHANGHAI, KORE AND YOKOHAMA	'FLINTSHIRE'	about 4th October.
LONDON & ANTWERP	'DEN OF GLAMIS'	about 12th October.
SHANGHAI, KORE AND YOKOHAMA	'DENBIGHSHIRE'	about 27th October.
LONDON & ANTWERP	'FLINTSHIRE'	about 9th November.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. **THONGWA**, 3,428 tons, Capt. Fry, will be despatched for KORE and MOJI on 20th September, at 1 p.m.

WESTWARD.

S.S. **JELUNGA**, 3,361 tons, Capt. D. MacLachlan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September.

S.S. **JAPAN**, 3,806 tons, Capt. Archdeacon, will be despatched as above on 20th September, at 1 p.m.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, July 24, 1912.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the CHINA MAIL.

Price 50 cents.

Shipping

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messara, Naples, Genoa, etc. Passengers, also Venice and Trieste, all Mediterranean, Adriatic, Black Sea, Valparaiso, Antwerp, London and Malaga, Levant and South American Ports up to Callao).

THE Steamship CAFFRI.

Captain AMERIGO, will be despatched as above on TUESDAY, the 17th instant, at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, September 14, 1912. 1157

DIRECT TO SANDAKAN.

THE Steamship R. J. A. H.

Captain C. Roshinsky, will be ready to leave for the above port on or about the 18th inst.

For freight apply to

MELCHERS & CO., Agents.

Hongkong, Sept. 13, 1912. 1148

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEPANHA. Captain W. R. HICKY, carrying His Majesty's Mails will be despatched from this for BOMBAY, on SATURDAY, the 28th Sept., 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Bills and Valuations, all cargo for France, Tea and Cargo for London (under agreement) will be transhipped at Colombo for the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the S.S. **Ferris** due in London on the 24th November, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, Sept. 14, 1912. 1159

'INDRA' LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty, to Call at the Malabar Coast).

THE Steamship INDRASAMHA.

Captain JONES, will be de-patched as above on 25th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, September 3, 1912. 1167

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF Cargo per Steamship CHINA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after MONDAY, September 16th, at noon will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on FRIDAY, 20th Sept., at noon will be subject to storage and landing charges.

No claims will be entertained for cargo or damage unless particular bills of lading are presented prior to delivery, and list of exceptions furnished consignees.

No Fire Insurance certificates will be effected.

All claims and other damaged cargo will be examined at the above Company's Godown on THURSDAY, 18th Sept. 1912, at 10 a.m.

All claims must be filed on or before October 13th, 1912, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Hongkong, Sept. 13, 1912. 1147

NOTES ON WILD IN LIFE HONGKONG AND SOUTH CHINA.

By THE REV. G. A. BUNBURY, M.A.

To be had at the 'CHINA MAIL' Office.

Price 50 cents.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LONDO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
INDIA	8000	Jan. 18	INDIA	Feb. 15	Feb. 21
ASSAYE	7500	Feb. 1	MALAKA	Mar. 1	Mar. 7
SIMALAYA	7000	Feb. 15	MOREA	Mar. 15	Mar. 21
DEVANHA	8000	Mar. 1	MARMORA	Mar. 29	Apr. 4
DELTA	8000	Mar. 15	MEDIN	Apr. 12	Apr. 18
INDIA	8000	Mar. 29	Through Steamer	Apr. 26	May 2
ASSAYE	7500	Apr. 12	MONGOLIA	May 10	May 16
DEVANHA	8000	Apr. 26	MACEONIA	May 24	May 30
CHINA	8000	May 10	MALWA	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO to Marseilles is definitely reserved in Hongkong at the time of Booking.

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.8 2nd 29.13

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due Marseilles	Due London
NOVARA	about January 22	Feb. 23	March 5
SUNDA	about February 5	March 9	March 19
SARDINIA	about February 19	March 23	April 2
SOMALI	about March 5	April 6	April 16
NAMUR	about March 19	April 20	April 30
NANKIN	about April 2	May 4	May 14
NYANZA	about April 18	May 18	May 28
NORE	about April 30	June 3	June 13
NILE	about May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

1st SALOON £53.0 SINGLE £82.10 RETURN.

2nd SALOON £38.10 2nd 27.4

For further particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For STEAMERS CAPTAIN To Sail.

MARSEILLES, Via Ports CALEDONIE, MELB. about 24th September.

TRANSFERRING on the Co's Steamers at SINGAPORE to BATAVIA, at COLOMBO for
CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CON-
STANTINOPLE and BLACK SEA.Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours
railway from Marseilles to London. Interpreters meet passengers on their arrival in
Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.TAKING Cargo at through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre, H'burg & Antwerp
S.S. C. FELD LAEISZ 21st Sept.	S.S. PREUSSEN 18th Sept.
S.S. ARCADIA 25th Sept.	For Marseilles, Havre & H'burg
S.S. SCANDIA 13th Oct.	S.S. SILESIA 21st Sept.
S.S. BAYERN 17th Oct.	For Rotterdam, H'burg & Antwerp
S.S. LIBERIA 7th Nov.	S.S. BELGRAVIA 5th Oct.
S.S. ALESIA 19th Nov.	For Havre, Rotterdam & H'burg
	S.S. C. FELD LAEISZ 7th Oct.
	For Havre, Bremen & Hamburg
	S.S. C. FELD LAEISZ 23rd Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LISTS, ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,

6, Wyndham Street.

European Supervision

Moderate Prices

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.C., VANCOUVER, SEATTLE, and
TACOMA

via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
ORTERIC	October 3rd.
LORD CURZON	November 20th.
LORD DERBY	December 17th.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Com-
modious Accommodation and are fitted throughout with Electric Light and
Wireless Telegraphy.Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KESLUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED,

KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH
and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian
African Line.

NEXT SAILING.

FROM HONGKONG. FROM COLOMBO.

10th October.

For Rates and further information, apply to

THE BANK LINE LIMITED,

(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the
Argentine.Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports
transhipping to Conference-Weir Line steamers at Calcutta.FROM HONGKONG connecting with Company's Steamer
at CALCUTTA.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

New Line of Steamers

TO
South African Ports.

ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay,
Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius
if sufficient inducement offers, and affording the Quickest Freight Transport from the
Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIO, 3,000 tons.....To be despatched at the end of September.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,

Managing Agents.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

From	STEAMERS	Tons	To Sail.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINZ LUDWIG, Capt. F. v. Binzer.	(18,300)	WEDNESDAY, 18th Sept., at 10 a.m.
SHANGHAI, TSINGTAU, BUELOW, KOBE & YOKOHAMA	Capt. H. Schaffer.	(16,900)	WEDNESDAY, 18th Sept., at 10 a.m.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR, Capt. H. Bremer.	(8,100)	SATURDAY, 5th Oct., at 10 a.m.
KOBE & YOKOHAMA	PRINZ WALDEMAR, Capt. H. Bremer.	(8,100)	ABOUT TUESDAY, 17th Sept., Middle of October.
KUDAT and SANDAKAN	BORNEO, Capt. F. Sembill.		
DIRECT to SANDAKAN	RAJAH		About the 13th September.

All the steamers of the European Line are fitted with Wireless Telegraphy. New
System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO.,

General Agents, Hongkong & China.

PHILIPPINES STEAM-
SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. A. Crosby	Manila, Mangarin, Iloilo & Cebu	SATURDAY, Sept. 21, at 4 p.m.
SABIO	4,000	M. O. Smith	Manila, Mangarin, Iloilo & Cebu	SATURDAY, Sept. 23, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. AFRICA, 8800 tons, will leave as above on 12th September, at 5 p.m.

S.S. KOEHLER, 9000 tons, will leave as above on 19th October, at 5 p.m.

Cheap rates Hongkong—Shanghai 23 1st class, £4 2nd class and £3 3rd class.

Superior accommodation for 1st and 2nd class and Cabin passengers. No surtax.

No tips, no inside Cabins, excellent cuisine. Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. KOEHLER, 9000 tons, will leave as above on 5th October, a.m.

S.S. BOHEMIA, 7000 tons, will leave as above on 4th November, a.m.

Cheap rates Hongkong—Shanghai 23 1st class, £4 2nd class and £3 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA, 14,300 tons, will leave for TRIESTE, VIENNA and

VENICE, via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN,

SUEZ, PORT SAID, about 1st October.

TO KOBE.

S.S. CHINA, 11,800 tons, will leave as above and to Yokohama via Shanghai about

28th September.

S.S. FRANZ FERDINAND, 12,000 tons, will leave as above about 31st Oct.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black

Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

PRINCE'S BUILDING.

Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having

splendid accommodation for First-Class Passengers. Electric Light. Excellent

cuisine.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING.

HAITAN Capt. J. S. Roach TUESDAY, 17th Sept., at 11 a.m.

HAITANG Capt. A. E. Hodgins FRIDAY, 20th Sept., at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN Capt. J. W. Evans SUNDAY, 22nd Sept., at 11 a.m.

During the months of July & August—Return Tickets available for three months

will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Company's Wharf

near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAFLAIRE & CO.,

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL

SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
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EMPIRE Aug. 30. Sept. 25th, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 2, 1908.

NOTICE.

IMPERIAL RUSSIAN VOLUNTEER
FLEET.

THE HONGKONG AGENCY of the Imperial Russian Volunteer Fleet accepts

cargo and issues through Bills of Lading for the following ports:—

(a) Vladivostok, Nagasaki, Singapore, Penang, Colombo, Djibouti, Hodeidah,

Djeddah, Suez, Port Said, Constantinople, Odessa, Batoum, with direct steamers.

(b) Nikolaeval, Hakodate, Petropavlovsk and all Northern Ports of Asia, with

transhipment at Vladivostok.

(c) Naples, Genoa, Trieste, Marseilles, Jaffa, Alexandria, Tripoli, Alexandretta,

Beyrouth, Fyrus, Smyrna, Chios, Mitylene, Salonica, with transhipment at

Port Said.

(d) Theodosia, Sebastopol, Novorossiysk, Trebizonde and all ports of the Black

and Azov Seas, with transhipment at Odessa or Batoum.

Special rates of freight for all above mentioned ports are now terminated.

The Steamship "KOSTROMA", 3,500 R.T., Commander Petrov-Tokarev, is

expected at Hongkong about the 17th of September, and will leave most likely about

the 22nd of September for Indian Ocean, Red Sea, Mediterranean Sea, Black Sea, Port.

The Steamship "MOGILAY", 2,900 R.T., Commander J. Stecky, is

expected at Hongkong about the 25th of September, and will leave most likely on the

same evening for Nagasaki and Vladivostok.

The exact dates of arrival these steamers will be published after receiving telegrams

from their last calling ports.

For further particulars, apply to

Capt. D. A. LUKEMANOFF,

AGENT,

HONG KONG, Nos. 12 and 14, Third Floor.

TELEPHONE 1224

Hongkong, August 2, 1912.

TYPHOON SIGNALS

STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

The following Typhoon signals are hoisted on the Mastshead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lab-chi-kok and F. O. Quarantine, Lyceum.

A CONE point upward indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards indicates a Typhoon to the South of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

TYPHOON SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

SHORT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock, Aberdeen, Sen KL War, Stanley, Sai Kung, Cape Collinson, Sha

